

THERE'S GOOD NEWS
IN THE "WANT" ADVTs.
THIS MORNING.

NEW YORK JOURNAL

AND ADVERTISER

NO. 6,088.

TUESDAY—Fair.

Copyright, 1899, By New York Journal and Advertiser.—NEW YORK, JULY 18, 1899.—14 PAGES.

TUESDAY—Fair.

PRICE ONE CENT In Greater New York; Elsewhere, and Jersey City, TWO CENTS.

Only the
JOURNAL prints
all the Auction
Sales—adver-
tised on page 12

AUCTION
SALES

THE FIASCO IN THE PHILIPPINES; MORE STARTLING REVELATIONS; DEWEY'S DISTRUST OF OTIS.

Journal Correspondent Creelman's Private Dispatches of Last March Reveal Otis's Base Intrigues and Suppression of the Truth—Other Correspondents Now Unite in Exposing Otis's Incompetency.

Round Robin of
Protest from
the Field.

American Cor-
respondents
Protest.

Gross Abuse of
Power of Cen-
sorship.

Forced to Alter
Dispatches
Into Lies.

Truth Stifled
on Every
Hand.



Gen. Elwell S. Otis the Man That Failed.

Dewey's Esti-
mate of Otis
Shown.

Journal's Ex-
posure Stirs
the Capital.

Cabinet Coun-
cil to Consid-
er Charges.

Ring in War De-
partment Af-
fects a Scoff.

London Papers
Also Assail
Gen. Otis.

The demand of the Journal that the long series of disgraceful failures in the Philippines should be ended by President McKinley sending a General to Manila has received instant support from all over the country. General Otis's own deluding dispatches tell the story, although as the Journal correspondent, James Creelman, showed in his cables yesterday, Otis has deliberately concealed the real truth, and in his own bulletins forced the newspaper correspondents there to consent that their dispatches should be altered and revised to suit his own ideas of what the American people should be allowed to know.

General Otis has all along deceived his superiors and deceived the American people. It was not without knowledge of the true state of affairs at Manila that the Journal demanded that Otis should be removed and that the President should send a real General to the Philippines.

As early as last March the truth was known in this office that Otis was a failure, but through a patriotic desire not to embarrass the Administration in its conduct of a foreign war, in which the good name of the United States was at stake, the Journal kept silent, hoping against hope that Otis might yet in some way redeem his ghastly failure.

Under date of _____ James Creelman, the Journal correspondent, mailed the following dispatch to Hong Kong, whence it was cabled to New York:

New York Journal, New York: "Hong Kong, March 17, 1899.
"Saw Dewey, flagship. He is one man whose mind seems grasp this situation. Words cannot express his impatience over Otis's lack of initiative. Navy captured Cavite, Hilo, Cebu without warning. Washington for orders. Otis with immense army been conducting defensive war in face half organized insurgents, who run when Americans advance. Admiral expressed satisfaction arrival Lawton.

"I am favor going ahead right now," he said, "taking everything in sight. We have forces enough to end war if we go right in and fight. I will not take any more Philippine ports till army ready hold them. It only means tying up ships needed for patrol. Boston, Petrel now tied up Hilo, Cebu.

"My policy have fleet cruise about islands, cutting off insurgents. I would send small gunboats up navigable rivers and divide enemy's forces. Instructions to captains are very broad. They have full authority act according their own judgment as circumstances arise; must keep on move; gather information; prevent landing arms; make communication between islands impossible. Two artillery boats have now been placed on Pasig River. I was anxious see that done. My opinion hostilities are controlled and carried on almost exclusively by Tagalos. We ought be able crush their opposition quickly. Don't anticipate difficulties in occupying southern islands. — for Sultans Mindanao and Sulu, they have no independent status. Impossible say now whether army or navy will deal with them, though if I had my way the navy would.

"After present hostilities end we ought not need great naval force. Philippines. Spain had to maintain expensive squadron here, because she always had screws on people. It was continued military occupation, but that is not our style of government."

This dispatch alone tells the whole story. Admiral Dewey saw the situation and saw the failure ahead. There is little doubt that Dewey communicated these views to Washington, but nothing was done.

The Journal did not publish this dispatch because it hoped that the Admiral might be mistaken and that Otis might take some decisive action. Following that dispatch came a private cable to the editor of the Journal:

Journal, N. Y.:
Private to Hearst. Censorship absolutely incredible. Practically impossible cable news. Otis himself suppresses everything except bare routine. Worse than Weyler's censorship. Otis says want allow sensations cabled even if true. Journal not allowed send news. Have three men assisting me. Otis clique even discussing forcing all but one Journal correspondent out Philippines to prevent too much scrutiny.

Dewey hates Otis, who is old woman. Jealous of everybody. Wants cut Lawton's throat. Otis is honest, but has mind of bank clerk.

Will not allow interviews with Dewey to be cabled. Lawton saw Dewey. Think Dewey cabled McKinley advising put Lawton command forces in field. That is situation.

These cables, however, tell only half the truth. They do not show Otis in the despicable act of trying to deprive everybody around him of credit and taking everything to himself. On the same steamer that took the above to Hong Kong (of course Otis would not allow such truths to come out of Manila) Mr. Creelman sent this dispatch:

Movement Wheaton's flying brigade Monday grossly exaggerated. Censor refused allow correspondents cable truth that insurgents ran away; insisted dispatches represent serious battle, with enemy resisting furiously, and allowed complainant writers represent insurgent loss enormous. Otis's advances simply consist elaborate skirmishes, few losses, no vigorous, determined advance. As in case Weyler correspondents, forced represent facts suit Otis or he denied cable. All is delay; Lawton been here five days; has no status; not yet assigned duty. He was permitted watch Wheaton's movement yesterday merely as visitor.

Otis not only suppressed the truth. He deliberately misrepresented the attitude of the volunteers, saying they were anxious to remain, when as a matter of fact they were disgusted and wanted to come home. Under date of March 20 Mr. Creelman cabled from Hong Kong:

Volunteers claim only enlisted Spanish war—instant on discharge. Otis will hold till can spare.

Ever since the receipt of this information the Journal has tried in vain to have the Administration send a fine general to Manila. In vain! The clique of Alger, Corbin and their pals that surround the President has insisted on retaining Otis, the clerk in command. Indeed, it begins to look as though Mr. McKinley feared to have any brilliant work done in the Philippines lest the successful general, returning with great glory, might have

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ROSSITER SAYS TROLLEY STRIKE IS LOST; BUT THE STRIKERS SHOW NO DIMINUTION OF CONFIDENCE AND NOT ONE OF ROSSITER'S CARS RAN LAST NIGHT.

Despite the Fact That All Its Lines Were in Operation During the Day, the Rapid Transit Company Was Afraid to Try to Maintain Its Advantage When Darkness Fell.

No Cars Were
Run Last
Night.

Policeman Hit
in Charge on
Strikers.

Detective Saves
Man from
Death.

Rossiter Says
All Cars Will
Run To-day.

Strike Has Only
Begun, Says
Pines.



Supply Car Removing Barricade of Tree Stumps and Iron Pipe from the Hamilton Avenue Line. (Photographed for the Journal Yesterday.)

Ran in Daylight
Only on All
Roads.

Vreeland Says
Nothing to Ar-
bitrate.

No Strike Like-
ly in Man-
hattan.

Rossiter Will
Not Consider
Arbitration.

Pines Accepts
Journal Plan
for Men.

SNAP THEIR FINGERS AT ARBITRATION.

Rossiter and His Officers Decline to Even Consider the Journal's Plan, Though the Strikers Accept It Willingly.

THE Brooklyn Rapid Transit Company will have nothing to do with arbitration, either in practice or principle. It will not grant to its striking employees the right which the greatest governments in the world accept as the most just and civilized manner to adjust differences.

The great Peace Conference at The Hague has declared in favor of arbitration to settle differences that involve the lives of human beings and the very existence of nations. But the Brooklyn Rapid Transit Company does not believe in this principle of justice and equity which the United States and Great Britain and Russia and all the other great powers declare to be best for the welfare of their people.

With a view to an amicable settlement of the difficulties between the company and its thousands of employees in Brooklyn, the Journal yesterday proposed a plan that would speedily and satisfactorily put an end to all the inconveniences suffered by the citizens of Brooklyn.

The company will not listen to arbitration in any form.

The Journal's Message.
The Journal sent the following message to a large number of prominent people in all walks of life:

Dear Sir:—The Brooklyn Rapid Transit Company, and its employees, motormen and conductors, have disagreed as to wages and working hours. After several futile conferences, these men last night went on strike and left their cars. In consequence the citizens of Brooklyn are suffering many inconveniences. Will you consent to be one of a board that will seek to arbitrate these differences, and to ascertain fair wages and working hours, to listen to the statements of both sides, and declare what is just for the men and reasonable for the company? W. R. HEARST.

The responses to this message were immediate and cordial. Men enough to form three boards of arbitration volunteered their services gladly with the sole view to settle peacefully and justly a great labor dispute.

There could be no question as to the honesty or justice of their decision should the case be left to them. If the men had just grievances they could rest assured that any body of high-minded, honest citizens, regardless of wealth and social position, would readily declare in their favor.

On the other hand, if the company was not oppressing its employees, was not making them work too long hours, and was not paying them too small wages the decision of such a board as the Journal proposes would be honestly in favor of the corporation.

The Journal laid before the leaders of the strikers and the officers of the railroad company yesterday its proposition of disinterested arbitration. It suggested that a board of arbitration should be selected from among the dozens of men to whom it had sent the message quoted. A partial list of the men named included:

Former Mayor David A. Boody, Former Mayor Charles A. Schieren, both of Brooklyn; Former Mayors Hugh J. Grant and Thomas F. Gilroy, of New York; Louis Windmiller, J. Harsen Boardes, the Rev. William S. Rainsford, Charles W. Dayton, Oliver H. P. Belmont, Theodore Sutro, Rabbi Gotthelf, William Astor Chandler, E. W. Bloomfield, the Rev. Dr. R. S. MacArthur, the Rev. S. P. Cushman, Edward M. Grant, George W. Alger and Rabbi Krauskopf.

From among these men and many more on the Journal's list a board of arbitration could be chosen to which any man might safely trust his property and even his life. On behalf of the men, James Pines, Master Workman in charge of the strike, said:

"We would be perfectly willing to leave the question of our grievances and claims to such a Board of Arbitration as the Journal proposes, and

STRIKERS STRUGGLE AGAINST BIG ODDS.

No Word of Surrender, Though the Company, with Police Help, Run Cars on Every Road of the System.

Half of the men of the Rapid Transit system are out," said Master Workman Pines. "I believe a thousand have quit their cars since yesterday."

"Only one man in line has gone out," said President Rossiter, of the Rapid Transit Company. "Many of those who struck yesterday came back to work to-day."

"About 65 per cent of the usual number of cars are coming over the Bridge," said a policeman whose regular station is at the Manhattan end of the Brooklyn Bridge.

Perhaps the policeman's estimate is as good as can be made of the condition between success and failure of the Brooklyn trolley strike.

Master Workman Pines, his whole mind bent on victory, sees the situation through a very different pair of spectacles than does President Rossiter. Pines notes the intervals between the cars and listens to the reports of the district leaders, each as fervent in the cause as himself, and in these symptoms sees victory for the strikers.

Rossiter notes the cars of every line, and from the fact of his knowledge of a few converts guesses there are many.

Yesterday was a trying day to both sides. There was not as much of violence as on Sunday, but the strain is beginning to tell, and to-night should determine whether the movement will abate, or whether it will spread and keep Brooklyn disturbed for weeks.

But Three Disturbances Yesterday.
There was only one serious riot all day. At Greenpoint, where a crowd of probably ten thousand people had gathered, a motor man named Osborne, who had struck, but later returned to work, was dragged from his car, beaten and knocked down.

The squad of twenty police on duty there was inadequate. Osborne was down and above him towered a striker with a heavy paving stone in his hand. Before he could crush the prostrate man's head an ambulance arrived, and the crowd was cleared.

He took his stand above Osborne and, revolver in hand, held the crowd back until a reserve of fifty policemen reached the scene.

There was a savage charge, and many men went down beneath the long riot rods. In twenty minutes the street was cleared, and Garity, the man of the paving stone, and three of his mates were en route to jail.

Osbourne, badly injured, followed in an ambulance.

Another uniform was hurt on Flatbush avenue and East Broadway, and a switch-

man was felled with an iron bar on Manhattan avenue.

Three policemen found themselves unable to cope with a crowd that had blockaded Nostrand avenue, near Linden street. Help reached them after a while, and twelve mounted police and eighteen on foot charged and scattered the mob.

One policeman was felled by a cobble stone, and a dozen strikers were knocked down.

There was an incident riot at Bath Beach in which a score of strikers, out of two hundred, were soundly knocked about by the police, and that is practically the full tale of the day's violence up to sunset.

Cars Ran on All Lines.

You could go anywhere in Brooklyn you pleased yesterday on the trolley cars, and the elevated roads were not affected at all.

To be sure, you might have to wait fifteen or twenty minutes if your destination was Brighton Beach or Coney Island before getting a car, and when you got it you were likely to be further delayed by piles of stones on the tracks; your cars were almost sure to be assailed by epithets which you would rather your women folk did not hear, and there was even a chance that you might have to dodge half a brick thrown from the middle of a crowd, and wait until your police escort made a dash to catch the miscreant.

But if you were patient and stuck to your car you were bound to reach your journey's end all right.

There were the usual number of muscuses that might have turned into violent riots, and in one case, at least, there was a pistol drawn. Car Inspector Lewis drew the weapon without provocation.

But the physical damages of the riot were limited to a few bruises to heads, distributed about evenly between strikers and "seabs."

To the Manhattan police is due the credit of smothering the flame of violence into the mere smoldering of yesterday. Soldiers could not have done as much, for the United States uniform, present in such a cause, is like a red rag to the man who is striking for a chance to make his earnings a decent sum.

The Brooklyn police could not have handled the strike at all. But the 1,500 tall, broad-shouldered, splendidly officered men from Manhattan were exactly the force to produce the best results. Men will bare their breasts to bayonets and rifle bullets who will not stand for a moment before a clubbing.

There is no heroism in being hustled by a policeman and taking a welt over the head from a long night stick, and possibly a kick as well.

The New York policeman, callous as to causes, and grumpy from being taken from his sleep and a comfortable post he knew so well, was fierce enough to do the most